in tiie beginning o|f the financial year, a series *Oi* steps were planned io be taken for augmentation of earnings and reduction of working expenses. This exercise was done every year. In the year 1993-94 also, on [7]he basis Oi experience gained in the earlier year, a revised Action Pian was launched on the Railiways to effect improvement in Operating Ratio by augmenting earnings and containing Working Expenses. Broad areas where economy in expenditure was to be effected are detailed below:

(i) Energy conservation;

(il) Better asset utilisation,

(iii) Elimination of redundant activities and wastages like;

(a) Expeditious condemnation of Steam Locos, Steam Cranes. Steam Sheds etc.,

(b) Closure of redundant yards etc.,

(c) Critical control over con sumption of high value items.

(iv) Cost control, cost reduction and cost effectiveness in all online and off line activities.

(v) Belter Inventory control.

A saving of Rs. 200 crores was coniemplated in the Revised Estimates of Ordinary Working Expenses which were fixed at 1.70 per cent lower than Budget Estimates 1993-94, This is after absorbing a number of pos-i-budgetary factors the impact of which is about Rs. 200 crores. The targets fixed in this regard in Revised Estimates, have been achieved.

Construction of Railway Station at Senthil .Nagar between Ambathur and Annanu; Madras

2227. SHRI N. GIRI PRASAD: Will the Minster of RAILWAYS bo pleased to state:

(a) whether it is a fact that the public demand fqr privieiow of a Railway Station at Senthil Nagar between Ambathur and Annanur railway stations on Madras.Ttruvel-lore suburban section of Southern Railway is under Government's consideration ior the last few years;

(b) if so; when the demand was originally made and what is the present stage of the proposal; and

(c) by when this project is expected to be approved and funds be sanctioned by Govrnment?

THE! MINISTER OF RAILWAYS (SHM C K. JAFFER SHARIEF); (a) and (b) Demand Irom the local people for opening of halt station at km. 17/10 near Senthil Nagar between Ambathur And Annanur stations was originally received in 1985. The same was examined but not agreed to as it involved substantial capital cost and heavy recurring financial loss. This position still holds good even at present.

(c) Does not arise.

I'L'Ocurement of Computer Soft.ware

2228. SHRI DIPANKAR MUKHERJEE;: WiH the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that despite heavy investment on computer hardware for the computerised reservation and other EOT system on the Railways, no investment has been made fo$_r$ acquisition of computer software;

(b) whether it is also a fact that this affects the security, privacy and level of performance of the computerised system; and

(c) if so^ what steps have been taken by Government to procure such computer software and suitably upgrade/update it to meet the growing needs of the India$_n$ Railways U the changing scenario?